IN HER ELEMENT AGAIN.

THE ST. PAUL FREED FROM THE GRIP OF THE SAND.

PULLED INTO DEEP WATER BETWEEN S AND D O'CLOCK YESTERDAY MORNING, SHE STEAMS

UP TO HER PIER AND IS RECEIVED AS ONE RETURNING FROM A VOYAGE OF TRIUMPH-LITTLE DAMAGE

DONE-TO SAIL ON

The steamship St. Paul was dragged off the greedy sands of New-Jersey early yesterday morning and at once made for her pler in this city. Yankee ingenuity had prevailed, and the treacherous coast was compelled to give up its prey which it had been preparing to swallow. All night long the wreckers worked upon the i stranded steamship, and at 1 o'clock yesterday morning they had moved the vessel nearly 200

with hope of final success. At 4 a. m. the telephone wire which connected the steamship with the outside world snapped close off at the foremast, and the ship had no "central" call. The wreckers watched closely the incoming tide, which came in with a stiff northeast wind, and shortly after 8 a. m. the supreme effort was made.

feet seaward, a fact which filled the workmen

INTO DEEP WATER.

The tugs of the Merritt and Chapman Wrecking companies got hold of the ship, and in short I moved the big ship 20 feet, and Wednesday we

Superior in quality and fragrance.

COLGATE'S.

the Intinent is echoed from the Atlantic to the

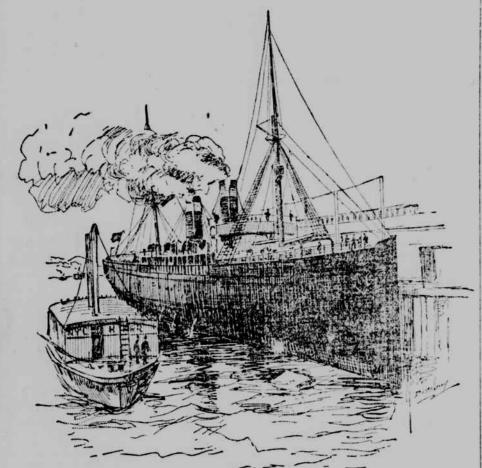
Captain Thomas Kivlin, the working superintendent of the Chapman Derrick and Wrecking Company, told the story of his eleven days' experience on the Jersey shore as follows:

experience on the Jersey shore as follows:

Captain Shackford, of the American Line, telephoned to us that the St. Paul wanted help, and we piled on steam and found her fast aground. The Chapman was the first boat to make her, and the first cable and anchor made fast to her were from my boat. We laid the two largest anchors used in the work—one 2000 pounds and the other 7,500 pounds weight, with sixteen-line cables attached. It was very rough when I, with the Chapman and the Hustler, reached the stranded steamer. The wind was northeast and the water lumpy. We laid our anchore, passed the cables attached to them aboard, and then rigged the blocks, tackles and falls and waited for the tide. On Sunday we took off the cargo and boats to lighten her, and at night tide moved her 150 feet. She lay with her starboard side to the beach. We, as the first to board her, took charge of the port side, and the Merritts took the starboard. Our cables connected from the anchors to the St. Paul through the port quarter chocks, and our tow lines to the tugs were fast to the port quarter bitts. The Merritt people worked in the same way to starboard.

THE CREW TAKEN OFF.

On Monday we did nothing except to take the crew off and land them in New-York to man the St. Louis. On Tuesday we tackled the work and



THE ST. PAUL AT HER PIER.

At 9:50 a. m. yesterday the big American vessel was affoat, and fifteen minutes later she was making for New-York, with the assistance tugs. At 10:25 the tugs let go, and the St. Paul continued on her way under her own steam. At 11:15 she had passed the Hook and entered the Lower Bay. From that point to her pier her trip was a voyage of triumph, gratulatory salute. As the St. Paul rounded the Battery and started up the North River she looked as if she was just finishing a trip from Europe.

At 1:15 p. m. the great steamship was abreast of the new pier of the American Line at the foot She passed some distance above it and dropped back. As she turned her nose into the slip south of Pier No. 15, it was seen that Captain Jamison was on the bridge, and beside him were Clement A. Griscom, jr., manager of the line, and William Germond, the pilot, who went aboard from Pilot-boat No. 4 last Tuesday. The ship was drawing about 191/2 feet forward.

SALUTES OF WELCOME.

Vessels all along the river gave the pride of the American Line a proud welcome as she steamed up. Among the people on the pier were a number of officials of the American Line, in cluding James A. Wright, jr., the vice-president.

Later, Mr. Griscom, jr., said that the ship was in the best of condition, and as far as he could judge, not a rivet had been started. The plates were intact from stem to stern. There would certainly be a court of inquiry, he said, made up of Clement A. Griscom, sr., Captain Shackford and one other. He had no doubt that Captain Jamison could explain everything catisfactorily.

OFFICERS IN CHARGE. When the St. Paul arrived at her pier she was in charge of Captain J. C. Jamison, Chief Officer W. J. Roberts, the junior second officer, C. Holbert; the third officer, R. A. Sargent; the purser, Richard Jones, and the surgeon, Dr. C. J. Schaadt. Three of the officers sailed on the St. Louis. They were the second officer, Mr. Allen;

Louis. They were the second officer, Mr. Allen; the extra second officer, Mr. Stevenson, and the fourth officer, Mr. Porter. One hundred and fifty of the crew also went on the St. Louis, and about two hundred and thirty were on board when the stranded vessel came into port.

The line has been congratulated on its good fortune, but now it must be discovered who is responsible for running a good American ship upon the Jersey sands. Captain Jamison will not only be subjected to an examination by the company, but also to a more important one conducted by the United States local steamboat inspectors.

Inspectors.

E. Platt Stratton, consulting engineer of the Board of Underwriters, of New-York, and Jacob S. Ritchie went aboard yesterday, and began an examination of the steamship's hull.

WORDS OF CONGRATULATION. All day long telegrams of congratulation poured into the offices of the American Line, and the officers of the company feel extremely proud of the interest taken in the welfare of their big ship. "Hurrah for the St. Paul and God bless

COWPERTHWAIT'S RELIABLE CARPETS.

The contracts, at the old ages, fast nearing the end.

order they dragged her out into deep water. | made perhaps twice that distance, estimated by

tion. She was gaining no water and was not coming the direction wanted. She was stuck if feet in the sand and clay below the sea. The water was like glass and there was no wind on Thursday, and we accomplished nothing.

We expected a great deal from the full moon tide of Friday, and should have got her off then if the wind had been easterly. We made fifteen or eighteen feet. On Saturday there was a good tide, but no wind. Next day, Sunday, the 'unid came from the northwest, and made it out of the question to do anything, because it kept the sea smooth and the water low. Yesterday we gained twenty-five feet in the morning, and at midnight we made a further advance of 400 feet by tapeline measured to ranges. The sea was very rough and the work was not pleasant, but we knew we were winning, and that compensated for a good deal. We could not work the surfhoats, and had to send all orders by the signal code. The men tried to man the boats, but it was almost impossible. The wind blew wet and cold from the northeast, and the surf kept our decks slippery with ice. It was dirty and dangerous. The rolling and working of the St. Paul slacked the cubles over our stern, and we had to hustle to keep up with the slack and get it in.

IN DANGER OF GOING BACK.

IN DANGER OF GOING BACK.

Had we not done so the St. Paul would have fallen back in the mud as much as we gained. The men tumbled about on the decks like toy soldiers handled by a baby. We felt that the big ship was coming slowly, but surely, and kept up all the strain possible, until finally she dropped off into deep water and steamed shead. We followed her into port. he weather was so had that we could not recover ir anchors and cables. When, it moderates we all find them by the buoys, and shall have them ourd to await another call.

a number of officials of the American Line, including James A. Wright, ir., the vice-president.

The ship was made fast on the south side of
the pier after little trouble. An examination
showed that she had suffered little by her unexpected rest. On her starboard side the paint
had been rubbed off by lighters, and the iron
plates holding the boat's davits had been broken,
but otherwise little damage could be discovered.
The tugs S. E. Evaris and R. J. Barrett assisted in warping the vessel into her slip. When
she had been made fast, Clement A. Griscom, ir.,
was found in the main dining-room. He said
that the line had expected all along to get the
St. Paul off, and their hopes had been fully realized. The members of the company felt certain
that Captain Jamison could prove that he was
not responsible for the trouble. Mr. Griscom
also said that the vessel had not taken in a drop
of water, and virtually had not been damaged
at all by her unpleasant experience. She will
sail on schedule time on February 19.

The first man to rush down the gangplank
from the St. Paul was Captain Merritt, of the
form the St. Paul was Captain Merritt, of the
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form the St. Paul was Captain Merritt, of the
form the St. Paul was Captain prepared to be proud of the work
in freeing the big vessel.

Later, Mr. Griscom, jr., said that the ship was
to the best of condition, and as far as he could

Later, Mr. Griscom, jr., said that the ship was
to the best of condition, and as far as he could

Later, Mr. Griscom, jr., said that the ship was
to the buoys, at a bargain to save the
St. Paul for 100,609, its a fairy tale. No such
St. Paul for 100,609, its a fairy tale. No such
s

ADJUSTMENT OF LOSSES SLOW WORK. PROBABILITY THAT MORE THAN A YEAR WILL BE

NECESSARY-QUESTION OF SALVAGE. Now that the St. Paul has been dislodged from her unfortunate position, the interesting questions come up as to the amount of expense involved in the undertaking and as to who must pay it. It is definitely stated by the officials of the American Line that the St. Paul was fully insured, the policies being written in both foreign and domestic companies, the total amount of insurance being about equally divided between the two. The determination and adjustment of the loss are so difficult that the final statement of the adjusters may not be completed for a year, at least. In a similar case, that of the Santiago, which went aground in 1803, near Nassau, when the cargo was removed and the boat gotten off by a wrecking company, the statement of particular and general average made by the adjusters comprised a volume as big as Webster's dictionary and more than a year was necessary for its compilation. The cost to the steamship company, as shown by the statement, was \$25,000, of which \$7,750 was the fee charged by

the adjusters. The law of salvage in the settlement of the less of the St. Paul, as stated by one of the most expert and experienced marine adjusters in New-York, may be briefly given as follows: The expenses of floating the St. Paul and saving her cargo will be borne by all the interests benefited by the act of saving. These are three in number: First, the ves-

saving. These are three in number: First, the vessel; second, the cargo; third, the freight money. When the expense has been dedded and apportioned by the adjusters, then, if there is insurance, the underwriters step in and make good the loss sustained by the various parties interested. The adjusters are selected by the steamship company. The American Line company has shosen pany. The American Line company has shosen pany. The American Line company has shosen pany in the statement will show a list in detail of bills and expenses; the value of the St. Paul, as determined expenses; the value of the cargo, the amount of freight money, and, finally, the division of the charges.

charges. In regard to the salvage to be paid for the ser-

vices of the Merritt and Chapman wrecking companies, their claim will be considered by a board or arbitration, composed of representatives of the or arbitration, composed of representatives of the standship company, underwriters, and case-ownsteamship company, underwriters, and case-ownsteamship company, underwriters, and case for the courts to decide. The Merritt and Chapman companies to decide. The Merritt and Chapman companies to decide. The Merritt and Chapman companies that the beautiful decides the two considered by a board or arbitration, composed of representatives of the BIG POULTRY SHOW OPENS AT MADISON SQUARE GARDEN.

CROWING ROOSTERS, CACKLING HENS AND NEWLY CROWING ROOSTERS.

are alike, and the salvage will be equally invoked tween the two. At the office of the American Line last evening, and the office of the American Line last evening the company had been too busy getting the company had been too busy getting out to the amount of the expense. Now that he St. Paul was safe at her pier, a state-ent on this subject would be made for publication, is said that the following American marine intrance companies are on the risk: Atlantic Mutual, Boston, Eritish and Forego (Lid.), Indemnity utual, Insurance Company of North American out and North American Lloyds, Standard (Lid.), nion, and United States Lloyds.

VALUE OF WEATHER PORECASTS.

Washington, Feb. 4.-An illustration of the value of the forecasts sent out by the Weather Eureau is found in the assistance recently rendered to the St. Paul. On Sunday morning, when she was still on the beach off Long Branch, N. J., the chief and assistant chief of the Weather Bureau were able to detect the redistribution of alt pressure which was almost certain to drive a northeast wind along the New-Encland and Middle Atlantic coasts by Monday morning. This information was promptly telegraphed to the steamer and preparations were at once made to free her at high title by the aid of the rise in the water due to the northeast storm. The predicted high waters came, the vessel was fleated, and all danger removed. To-day Chief Moore received a dispatch from the predicted of the company owning the steamship, in which he says: "Your storm and high winds very acceptable. St. Paul has left beach one mile off shore." found in the assistance recently rendered to the 3t.

LINCOLN NIGHT AT DELMONICO'S.

TWO HUNDRED PERSONS PRESENT AT THE

The Baptist Social Union of Manhattan Island gave a reception and dinner last evening at Delmonico's. Two hundred and twenty guests were present. George F. Warren, jr., president of the society, introduced the speakers of the evening—

John M. Thurston, Senator from Nebraska, and like to look at the pigeons, are let in at half price. Chittenden, Register of the Treasury in Lincoln's Administration. At the guests' table were George F. Warren, jr., Mr. and Mrs. John D. Rockefeller, J. B. Colgate, E. Ellery Anderson, L. E.

liouse. This, it is also said, would bring about the long-talked of divorce of the business and social work of the President and a place for holding the State functions. In this case the President ami a place for holding the State functions. In this case the President ami a place for holding the State functions. In this case the President swife could be clovernor Morton knows the inconveniences of the White House well, and it is said that if he should be elected President that he will establish a precident

Foraker, of Ohio, will come East to attend the Ohio ernor McKinley, with whom he has always been per

Clement A. Griscom, president of the Interna tional Navigation Company, was a happy man yesterday when he learned that the St. Paul was affort and safe. It is not unsafe to say that Mr. affort and safe. It is not unsafe to say that Mr. Griscoan in the last ten days has received bushels of suggestions of how to float the St. Paul. Some of the suggestions were laughable. They came all the way from San Francisco. People that never saw the ocean and wouldn't know a ground swell from a babbling brook were most prolife of sure schemes for floating the big liner. One thing, however, that has been suggested to Mr. Griscom, and which seems worthy of attention, is that when the life-saving crews fire their ropes across the vessel a thin telephone wire follows it, and that telephone sommunication with the ship be established at once. This would enable the people on shore to talk intelligently with the commander of the vessel and secure co-speration in the work of saving the vessel. The matter is being discussed by the American Line officials.

lives in Washington, was in the city yesterday. interest in Empire State politics. In talking about General Harrison's withdrawal from the Presidential race, he said that there was no doubt that Harrison was sincere, and that his letter eliminated him entirely as a factor in the Presidential contest. He added that the retirement of General Harrison naturally draw attention to the man who had been vice-President when he was the Nation's Chief Executive. He said that the withdrawal of Harrison, in his opinion, was bound to help Governor Morton, and apoke kindly of the Governor, saying that he was not an untried man, but one who had been tested and found worthy. He called attention to the fact that Mr. Morton had been Congressman, Minister to France, Governor and Vice-President, and always had discharged his duties factfully and well. Mr. Morton, he said, was well known abroad, and if elected President he would do much to convince the people of Europe that we had a sound and sensible President and would do much to restore the cordial relations with certain countries which have been somewhat strained of late. interest in Empire State politics. In talking about

eral Joseph T. Terrence, the wealthy Republican talk over the Venezuelan question that the report became current that General Terrence, in case of a war with England, would raise and equip a resiment at his own expense. Terrence has recently secured several hundred acres of land upon Long Island, and will build a beautiful home, but in the mean time he is staying at the Holland House. One afternson recently a "Weary Wraggies" came into the hotel and asked for the General. He told the boy who took his name to say that he was really te chilest at once and that all he wanted was to be allowed to get back in time to vote for McKinley if he was alive. His wit secured a nice sum for him. General Terrence told him that the regiment was not being recruited as yet, but that he would inform him when it was. He gave the fellow a few dollars and sent him off, for the remarks about McKinley touched the General right. He is for McKinley upon protection lines and thinks that he will be nominated at St. Louis. talk over the Venezuelan question that the report

The inventor of the term Beef Tea was the great chemist, Liebig

CROWING ROOSTERS, CACKLING HENS AND NEWLY

on the main floor of the Madison Square Garden scowled and drooped his ears and was a living out of his reach, were hundreds of fat ducks and geese, pretty pheasants and prairie chickens, plump pullets, cackling hens and crowing roesters. His discontent was in sharp contrast with the happiess of a family of white mice, in an adjoining cage, which had made a house of a loaf of bread by eating the inside and leaving the crust for a roof.

When the seventh annual exhibition of the New York Poultry and Pigeon Association opened yesterthe 6,000 and more birds in the show.

LONG ROWS OF CAGES.

The cages stretched in long rows, with narrow lanes between, over the entire floor space, and there of the boxes. Every cage here a number, and by referring to a catalogue a visitor could know exactly H. V. Crawford, Captain Charles M. Griffing, the lain, the press agent, were kept busy all day at the Garden. The judges began the work of picking it the prize-winners early in the day and kept at

money-making exhibition as the Horse Show and CHICKENS HATCHED TO ORDER.

In the restaurant of the Garden are the incubators which hatch out little chickens while you wait. The variety. No finer display of these pets has ever been

seen in New-York.

The judges selected to award prizes at the shot are Newton Adams, Utica, N. Y.; Henry Ball, Shrewsbury, Mass.; Sharp Butterfield, Windsor, A. Conkiln, New-York; J. T. Cothran, George Purdue, East Orange, N. J.; F. B. Zimmer, Glayersville, N. Y.; P. H. Saudder, Glen Head, Long Island: David Woods, New-York: Joseph D. Gavin, Malden, Mass.: John Glasgow, Mahwah, N. J.; J.

ecciption are: President, Thomas H. Terry; vice-sidents, Robert Colgate, Theodore A. Havemeyer,

Ches 45-Buff Plymouth Rock cocks: First prize, J. D. Wilson, Worcester, N. V.

ROCKER—In Brocatelle. \$6.50 HEAVILY UPHOLSTERED

en the heavy prose of political discussion, as when for example, Mr. Platt's organ in the northern tier, "The Ogdensburg Journal," speaks of William Brookfield, who has had more party and public honors thrust upon him and thrust more aside than any man in local affairs, as a "disappointed politician."

A warm shampoo with CUTICURA SOAP, followed by gentle applications of CUTICURA (ointment), the great skin cure, will clear the scalp of crusts, scales, and dandruff, allay itch-

ing, soothe irritation, stimulate the hair follicles, and produce

a clean, healthy scalp and luxuriant hair, when all else fails,

Sold throughout the world. British depot: F. Nawnany & Sova, I. King Edward-st., London, S. C. Portan Dato and Chamical Convolution, Sole Proprietor, Boston, U. S. A.

aticura

"Let us have peace!" is now the Platt cry. It is

New-York" is calling for Levi P. Morton for Presi-New fork is calling to Levi and to remark that "when Mr. Platt wants to listen to what he calls the voice of New-York' on political matters he re-tires alone into a room, locks the door and talks to himself."

STATE POLITICAL NOTES.

Whatever be the outcome of the agitation of the excise question at Albany, one member of the Legislature, at least, is trying to solve it intelli-That member is Jotham P. Alids, chair man of the Assembly Excise Committee. He comes from Chenango County. Norwich is his home. He practical knowledge of the law and insight into its everything he can get hold of in the way of sound information on the subject. By invitation of Cominformation on the subject. By invitation of Commissioner Murray he has attended the trials of
complaints before the Board of Excise here, and
has familiarized himself with its proceedings.
Through the courtesy of Joseph Laroque, president
of the Bar Association, he has had access to its
library, where he has made a comparative study
of the excise legislation of other States. Such a
thorough preparation ought to enable him to render
valuable service to the party and to the State.
Speaker Fish apparently made a good selection in
this instance.

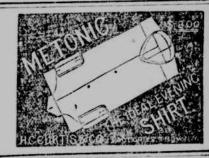
A frank, intelligent discussion of a live topic is always interesting, no matter what conclusions are reached. Here, for example, is one that appears in "The Utica Observer": "It must be admitted In Fancy Leathers . . . \$7.50

HAIR and

BAUMANN BROTHERS,

22, 24, 26 EAST 14TH ST. (NEAR UNION SQUARE) NEW YORK. CREDIT GIVEN.







amounted to nothing. On Election Day the anti-Platt Republicans go to the poils and vote the ticket that Platt offers to them without a grimace. They never had the courage and manhood to bolt. Only a few years and there was a formidable anti-Platt faction in this State. It was lad in the A becomerang is what "The Binghamton Herald"

styles Platt's talk about Messrs, Blas. Brookfold and Milholland being "botters" and "soreheads." Since the boss has decread beforehand when the

Since the noss tan neered determined when the State Convention shall be held, and announced the fact, "The Buffalo Express" falls to see any valid reason for soing through the formality of calling the State Committee together.

As a rule, the Platt organs throughout the State preserve an impressive rilence regarding the Lauterback enrolment frauds, but occasionally one of the bolder sort, like "The Binghamton Republican," tries to overlook the Tammany alliance completely and the moral issues involved by flippantly declaring that "the Republican brethren of New-York City who have knives in their boots and 'razzers' in their sleeves are cautioned to put up their weapons instanter, for the great body publicans in the State take no stock in either side of their controversy. If the cosmopolitan gen-tlemen bring their quarrels to the State Conven-tion they should be sent outside to harmonize, and to remain until the proceedings of the convention are over."

Will not a certain brilliant young journalist of this city be pleased to learn, even though he does not express his satisfaction, that Mr. Platt's reent interview is considered by such authorities as "The Ogdensburg Journal" to be, "In clearness and caustic force a communication such as Roscoe Conkling might have written in his most brilliant days."

A REFORM WAVE IN DENVER.

Denver, Feb. 4.—Frank Church, president of the Fire and Police Board, formally resigned his office to-day, and Governor Melntyre appointed D. C. Webber to filled the vacancy. A general reorganization of both departments will follow. Governor Melntyre requested Church's resignation. Yesterday Chief of Detectives Farrington and two subordinates in that Detectives Farrington and two subordinates in that department were removed for dishonesty, they havdepartment were removed for disponenty, they having been found guilty of having accepted money from criminals. George Goulding, Chief of Police, will tender his resignation to the reorganized board. This result has been brought about by continued public agritation for the closing of the public gambling rocms, the Sunday saloons and the disorderly

CLAIMANTS FOR BALTIMORE PROPERTY. Carthage, Mo., Feb. 4.-Mrs. Elizabeth Watkins, wife of Dr. Watkins, of this city, has been informed that she is one of the heirs of the estate of her grandfather, Mordecai Price, consisting of a large tract of land in the heart of Baltimore, It is now covered with buildings and is valued at \$20,000,000. The Price descendants insist that the records plain-ly show that they have the ownership.

Beecham's pills for constipation 10th and 25th. Get the book at your druggist's and go by it.

\$\$\$\$\$\$\$\$\$\$\$\$\$\$ Baron Justus von Liebig. who allowed his signature and endorsement to be used only by COMPANY'S Extract of Beef 2

atend, Long Island, third prize, Rowland P. Keasley, No. 1874 Broadway, New York, 1874 Broadway, Platt faction in this State. It was led in the Assembly by Hamilton Fish. Warner Miller was its leader in the State. Saxton was its hope. What do we see to-day? Platt has gobbled them up, every one. Fish is his subservient Speaker of the Assembly. Miller is reduced to acquiescence in Figit rule. He breakfasts with Flatt and dines with Morton. Saxton's ambition has reduced him to a machine adherent, and even Roberts, of Buffald, the latest hope, has laid down b's enmity to the boss and promises to deliver Eric County to Platt, thereby enhancing his chances to be tovernor. Platt's enemies never had the character and manhood to boil him at the polistine only place where he can be effectually fought. They have always excused themselves on the ground that Tammany rule was so much to be feared. Now they have Platt rule in the State and in the party organization, which Republicans adult to be many times worse in corruption and intolerance than anything ever experienced under so-called Tammany government. And even now the Platt machine do not anticipate a boil. They rely upon the proverbial Republican trait of voting the ticket under all circumstances. Platt expects to whip his subjects." hens, hatched 1595; First prize,

city against the Platt-Lauterbach enrolment. Here

is an extract from it: "I notice the row in New-

York State, I think the statement by Mr. Bliss, that 'self-respecting Republicans could not afford

that server with Mr. Platt, even for the sake of a good cause, is one of the best statements that was ever made. It is unique, and it will go down as an expression of the ground which has got to be taken, not only in New-York State, but everywhere else. I would like to thank Mr. Bliss for this statement if I had the chance."

Referring to Governor Morton's anxiety over the

Republican situation in New-York City, "The Roch-

ester Herald" grimly observes: "He must prepare for plenty of that kind of worriment."

Mr. Fassett's friends in the southern tier have practically given up the fight against Mr. Platt is disappointing. Was their victory in Chemung last September a mere bubble?" Be patient; the fight there is not yet ended. Fassett is not dead, nor dying.

THE DUDES OF THE SHOW.



A BIG ROOSTER. Class 82—White wonder pullets: First prize, R. W. Davison, Glendola, N. J. Class 81 - White wonder cockerels: R. W. Davison, Glea-dela, N. J. Class 370-Any other variety hens, any age: First prize, D. C. R. Hoff, Centerville, N. J.

A widespread feeling is voiced by "The Syracuse Exhibition yard—Pit games: First prize, D. C. Paulding, ast View, N. Y.; second prize, W. R. Chamberlin, onsdale, Philadelphia. Herald" when it declares that "Governor Morton's coom for the Presidential nomination has not been Class 111-Rose comb, brown leghodn cocks; First prize James Forsyth, Owego, N. Y.; second prize, H. E. Bene lict, Eimira, N. Y. speeded by Mr. Platt's ill-natured, contemptuous ibes at such men as Joseph H. Choate, Elihu Root, Whitelaw Reid, Horace Porter and Cornelius Bliss. In girding at the element which frankly avow their dislike of Mr. Platt's methods, after the fashion of Richard Croker venting his spicen upon the men who exposed the corrupt and menacing abuses of Tammany Hall, Mr. Platt has shown himself a poor general. His letter savagely and contemptuously assailing a body of many thousand Republican voters, who are their own political masters, is not even clever as a work of rhetorical satire. It is simply stupid and revengeful." speeded by Mr. Platt's Ill-natured, contemptuous

James Forsyth, Owego, N. Y., second price, Class 110—Rose comb, white leghorn pullets: First price, Theodore Height, Tr., No. 64 Remembert, Astoria, N. Y.; second prize, James Forsyth, Owego, N. Y. Class 166—Rose comb, white leghorn cockrels: First prize, Will C. House, Fort Plain, N. Y., second prize, James Forsyth, Owego, N. Y. Class 165—Rose comb, white leghorn hens; First prize, J. Class 165—Rose comb, duckwing leghorn pullets: First prize, J. L. Hanchett, No. 11 Clark-st., Westfield, Mass., second prize, J. W. Fiske, Passalc, N. J. Class 165—Single comb, duckwing leghorn cockerels: First prize J. L. Hanchett, No. 11 Clark-st., Westfield, Mass., second prize, J. W. Fiske, Passalc, N. J. Class 167—Rose comb, white leghorn cocks: First prize, Class 167—Rose comb, white leghorn cocks: First prize, Class 107—Rose comb, white leghorn cocks: First prize, James Forsyth, Owego, N. Y.

In the same issue "The Herald" takes Governor Morton to task for the way in which he treated the report of the Committee of Twenty-five after that body had sent it to him, supposedly at his request.
"The Governor," it insists, "exercised a conceded
right in refusing to act as arbitrator between the
factions, but he was not discreet in turning over
the appeal made to him personally to Mr. Lauterbach. It was discourteous to the Committee of
Five Hundred. By his act the Governor has en-Class 104—Single comb, duckwing leghorn hens: First prize, J. M. Fiske, Passalc, N. J. Class 102-Single comb, black leghern pullets: Pirst prize, E. E. Homan, Port Jefferson, N. Y. Class 101-Single comb, black leghorn cockerels: First prize, E. E. Homan, Port Jefferson, N. Y.